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NOGALES, ARIZONA, SATURDAY, MARCH 9, 1895.

Whole No. 95.

ED. TITCOMB, Chairman.

ALLEN T. BIRD, Secretary.

L. W. MIX,
ED. TITCOMB,
ALLEN T. BIRD,
JOHN DESSART,
W. M. CUMMINS,
Committee.

CITIZENS' COMMITTEE OF NOGALES.

NOGALES, ARIZ., MARCH 4, 1895.

P. O. Drawer S

Mr.

DEAR SIR:—At a public meeting of business men of Nogales the above named gentlemen were appointed to enter into correspondence with the business men of Bisbee, Tombstone, Benson, Fairbank, Crittenden, Harshaw, Washington Camp, Mammoth, Dudleyville, Ripsey and Riverside, and with the managers of the Santa Fe, Prescott & Phoenix railroad and the Atchison Topeka & Santa Fe railroad system, with a view to uniting all the various interests mentioned in a combined effort to build the north and south railroad to a connection with the New Mexico & Arizona railroad of the Santa Fe system, and the Arizona & Southeastern railway, at Benson, rather than construction of a line as now proposed via Tucson.

There are various reasons, not only to the people of the towns herein named, but to the railroads named, also, why the line should be constructed up the San Pedro to connection at Benson.

First will be treated the effect upon some of the towns named should the proposed road build over the Tucson route: It is generally conceded that construction via Tucson and Calabasas would cause abandonment of the railroad now in operation between Calabasas and Benson, which would deprive Crittenden, Huachuca and Elgin of their present railroad service and compel their business men and people to return to primitive methods of transportation. Harshaw, Washington Camp and other points now off the line of railroad would be placed more remote and increase the time and expense of transportation. Benson would lose by abandonment of one of her lines of railroad should the Tucson route be built; but with construction of the San Pedro line she would have four railroads where she now has three, and would have but two if the north and south railroad went to Tucson.

Second will be treated the effect of construction of the road to Benson upon the other towns named: Bisbee and Tombstone would both be given the advantage of a strong competitor for traffic against the Southern Pacific. With the north and south railroad connecting with the Arizona & Southeastern at Benson the several million feet of mining timbers annually consumed in the mines at Bisbee could be loaded on the car at Flagstaff or Williams and unloaded from the same car at the shaft of the mine at Bisbee. With the north and south railroad running to Tucson the Copper Queen mining company would find tariffs so arranged that the Southern Pacific would continue to bring their timbers from Puget Sound via San Pedro, California. The mines at Tombstone would have the same advantage as Bisbee for mining timbers. Both these camps consume large quantities of hay and grain from the Salt River valley. Direct connection at Benson with that great valley and with the rich agricultural region of the lower San Pedro and on the Gila at Florence and Kenilworth, would give a cheaper transportation charge than by depending on the Southern Pacific as they would have to do with the proposed line constructed via Tucson. Then the advantage in competitive freight charges on all commodities consumed would be a great item for Tombstone, Bisbee, Benson and Fairbank. This advantage they would not have in the slightest degree if the road should be constructed to Tucson.

By constructing the proposed railroad to Benson the great mining camps of Mammoth and Ripsey, and the agricultural country along the San Pedro, between Mammoth, Alma, Mesaville, Dudleyville and Riverside would be given rail communication with the outer world, while with its construction to Tucson, they would still be isolated, and from forty to eighty miles away from a railroad.

Third: In the matter of way traffic the railroad itself would be vastly benefitted by construction of the Benson route. Between Florence and Tucson there are but a few cattle ranches, and the traffic would amount to nothing, while along the San Pedro there would be all the trade and traffic of a rich mining, agricultural and stock raising region; and in the handling of that traffic there would be no competition. Riverside, Dudleyville, Alma and Mesaville would annually ship to market hundreds of carloads of onions, potatoes, apples, hay, grain, hogs and cattle. At Ripsey there are now four hundred men. At Mammoth the great Mammoth mine usually employs three to four hundred men; the Collins group of mines employs as many; and the Mohawk mine, which is developing a large body of ore and erecting a hoist, will soon construct a mill and inaugurate a long period of active production. This company will also employ several hundred men. Each of these mines has a very large and permanent body of ore, and the men they will employ in ore extraction, reduction and development work will make a town which no railroad can afford to ignore in locating its line.

Besides all these great resources offered a railroad building over the San Pedro route are the Willow Spring coal deposit, not more than twelve miles away, to which a branch line could be readily and cheaply constructed. Inside of ten years the question of fuel will be a great one in Southern and Central Arizona, and the railroad commanding cheap fuel, as would the San Pedro route to Benson, would hold an incalculable advantage. The Willow Spring coal deposit is one of great thickness, and is the southern prolongation of that great coal field which is a marked characteristic of the country it includes, through Graham, Gila and Apache counties, Arizona, to Gallup, New Mexico, thence across the Navajo reservation into the San Juan region of Northwest New Mexico and Southwestern Colorado. In these measures the coal beds frequently stand out on the hillsides a depth of thirty feet or more, and the fuel is of the very best quality.

Another consideration to the railroad is the jobbing trade of Sonora and Southern Arizona. With the north and south railroad built to Benson, the great jobbing point would be at Nogales, and that railroad would handle all the traffic. With the line constructed via Tucson the trade would be divided between Tucson and Nogales, and the traffic would be divided with the Southern Pacific. With all these considerations presented to the capitalists whose money is to build this line of railroad, they cannot fail to see that the Benson route is the best line to build over and to give that route their preference.

You are earnestly requested to take steps to induce the business men of _____ to unite in a movement for inducing the north and south railroad to come via Benson, and to enter into correspondence, with the Nogales committee to devise the best means for bringing about the desired end.

Approved

ED. TITCOMB, Chairman.

ALLEN T. BIRD, Secretary.

SOWING THE SEED.

The circular of the Citizens' Committee of Nogales, which appears in an adjoining column of this page, was prepared by the committee named at the meeting last Saturday evening, and on Monday some two hundred copies were addressed to well known business men in Bisbee, Benson, Fairbank, Tombstone, Crittenden, Harshaw, Washington Camp, Mammoth, Dudleyville, Riverside and Florence.

The press telegrams conveying intelligence of the meeting of Nogales Saturday evening, had carried information of the movement to all the towns named, and it found them prepared and willing to receive the circular and act upon its suggestions. In fact word was received from Florence immediately that the business men of that town favor the Benson route and will readily unite with Nogales and the other towns named, in working to secure construction of the projected railway over the San Pedro route.

And there is every reason why Florence should favor the Benson route. That line would greatly develop the eastern part of Pinal county, and add immensely to its taxable property. More than all it would divert the entire trade of that great and growing region from Tucson to Florence. Over the route to Tucson there would be no development, and the exemption from taxation of the new railroad for a long period would shut out Pinal from any benefit on that score. And Tucson would retain the trade of the San Pedro valley, which it is to the great interest of Florence to get. And by drawing the railroad to Benson she will get it, while by the Tucson route she will not.

The other towns are awake to the issue and are responding to the circulars and letters sent out. Beside the circulars personal letters have been forwarded to many prominent and influential business men in all the towns named, urging them to act. They are taking up the question with a hearty good will which will be productive of great results.

Correspondence has been opened with Mr. F. M. Murphy, president of the north and south railroad, and the entire matter has been called to the attention of Mr. J. J. Frey, general manager of the great Santa Fe system, all looking to drawing the projected railroad to Benson.

Don't fail to attend the meeting at Marsh's opera house this evening. There will be important business on hand.

Tombstone Approves.

The business men of Nogales have taken the initiative in an endeavor to side track Tucson in favor of Benson on the line of the S. F. P. & P. railroad, which may push south in the course of a few years. It is a very commendable effort on the part of the Nogales citizens, and one which should meet with hearty co-operation from towns to be benefitted by the Benson plan. Tombstone has been called upon to take steps to unite in an effort to effect the construction of the road to Benson.

It is desired that correspondence be opened with the Nogales committee, of which E. Titcomb is chairman, and Allen T. Bird secretary. A meeting will be called in Tombstone, to act in conjunction with other towns interested.—[Prospector.]